

January 28, 2002

The Honorable Douglas M. Duncan
Montgomery County Executive
101 Monroe Street
Rockville, Maryland 20850

Dear Mr. Duncan:

On behalf of the members of the Montgomery County Blue Ribbon Panel on Pedestrian and Traffic Safety, I am very pleased to transmit our Final Report to you. This series of action-oriented recommendations focuses on the Three E's of pedestrian-traffic safety: education, enforcement, and engineering, as well as legislative remedies, that together are aimed at meeting our mission of dramatically improving pedestrian safety and accessibility of everyone in our county.

It is time for a renaissance when it comes to pedestrian safety and making Montgomery County a truly walkable community. The work of our Panel over the past 18 months and the recommendations in this Final Report are dedicated to sparking that change. Our recommendations reflect the fact that pedestrian safety is not only a life or death issue, it is a quality of life concern that will affect many generations to come.

The heavy mix of motor vehicles and people on foot need not be a lethal combination, and crossing the street should not be a death-defying act. The more we invest in educating motorists and pedestrians, keeping enforcement efforts visible and high, and aggressively applying the most innovative and pedestrian-friendly road engineering design, the better able we will be to prevent pedestrian injury and to make Montgomery County the safe and livable community we all want.

While we submit this Final Report to you and the Montgomery County Government, we also call on concerned citizens, civic and neighborhood associations, the business community and all sectors of our growing and diverse county to join together in this effort to make Montgomery County a leader in our state and region on pedestrian safety and accessibility.

On behalf of the Panel, I thank you for your leadership in bringing the Panel together to tackle this major public safety challenge. I also want to thank the many devoted members of our Panel of their time, talent, and hard work in creating this blueprint for action. We look forward to our continuing partnership with you, the Council and the community-at-large to implement these recommendations.

Sincerely,

(Original Signed)

Delegate William A. Bronrott, Chair

FINAL REPORT OF THE MONTGOMERY COUNTY
BLUE RIBBON PANEL ON PEDESTRIAN AND TRAFFIC SAFETY
JANUARY 2002

EXECUTIVE SUMMARY

THE PROBLEM:

From 1997 to 1999, motor vehicle crashes resulting in pedestrian injury jumped from 369 to 416 in Montgomery County. During this time period, more people in the County were killed trying to cross the street than in homicides, with the number of pedestrian fatalities rising from 11 to 18. Nearly one quarter of these deaths occurred at intersections, leaving the overwhelming majority taking place along stretches of roads between intersections.

Contributing factors to these fatalities included blatant violations of traffic safety laws, drivers reacting too slowly when a pedestrian appeared without warning where no crosswalk or traffic signal exists, the mistaken belief by jaywalkers that a pedestrian always has the right-of-way, and a transportation infrastructure that often does not provide for a pedestrian-friendly environment.

Consequently, pedestrian fatalities as a percentage of all traffic fatalities placed the County above State figures for the last four out of five years. This, plus a growing desire and need for walkable communities that efficiently link pedestrians to transit, schools, and commercial and recreational areas, signaled the call for decisive remedial action by the County.

THE PANEL:

In response, Montgomery County Executive Douglas M. Duncan appointed the 40-member Blue Ribbon Panel on Pedestrian and Traffic Safety in June of 2000. The Panel, representing a wide variety of disciplines ranging from advocacy to County and State government, was given the mission to develop an action-oriented set of recommendations to significantly reduce pedestrian deaths and injuries and their associated economic costs, while addressing ways to create pedestrian-friendly walkable communities.

Blue Ribbon Panel meetings took place regularly from June 2000 to October 2001, and were open to the public. The Panel adopted the Three E's approach to focusing on pedestrian-traffic safety-Education, Enforcement, and Engineering. Panel committees were formed and met frequently to examine problems and solutions within each of the Three E's.

The Panel heard presentations from key local pedestrian safety advocates and several nationally recognized experts in the field, including representatives of Walkable Communities, Inc., the Surface Transportation Policy Project, and other pedestrian safety and access professionals.

OBJECTIVES:

- In order to accomplish the mission of the Panel, broad objectives were identified:
- To reduce the number of pedestrian/vehicle collisions and their associated deaths and injuries by at least 50% by January 1, 2005.
- To ensure that every Montgomery County resident has a safe and viable alternative to using cars for local trips.
- To ensure that children living within walking distance of their neighborhood school have a safe walking route to school.
- To significantly increase the proportion of pedestrians who are aware of the behaviors most often involved in pedestrian collisions and take recommended actions to reduce their risks.
- To significantly increase the proportion of drivers who are aware of the behaviors most often involved in pedestrian collisions and take recommended actions to reduce the likelihood of hitting a pedestrian.
- To ensure that pedestrian safety and accessibility are integrated in all public projects implemented by County and State agencies, and in all future growth and development in Montgomery County.

PANEL ACTIONS:

- Web site --- The Panel launched a Pedestrian Safety Web link on the Montgomery County Government home page to provide the public with information on meetings, links to resources, as well as offering a link to contact the Panel that resulted in nearly 200 letters voicing complaints, concerns and suggestions.
- Community Forums --- The Panel held two community forums in different areas of the County to hear directly from the public. In order to involve the broadest public representation, flyers announcing the forums were printed in English and Spanish, and interpreters for Spanish-language and hearing-impaired residents were available at both meetings. Nearly 100 people attended both forums.
- Education-Enforcement Campaigns --- Since June 2000, Montgomery County Government and the Blue Ribbon Panel collaborated on several English-Spanish language education-enforcement media campaigns to reach motorists and pedestrians with "Drive Smart" and "Walk Smart" safety tips. The theme of the campaign was "Drive With Care, Walk With Caution." These events included "Safe Summer," "Walk Your Child to School Day," and "Safe Neighborhood Day."
- Site Visits --- With site visits being essential to gaining insight into innovative and viable solutions, the Panel toured the nearby City of Alexandria and Arlington County to observe pedestrian improvements. Two Panel members traveled to Oakland, California to participate in a national conference on pedestrian safety. Another small group visited the Seattle, Washington area to attend the "Footprints and Bike Tracks conference and to spend several days touring surrounding jurisdictions to view modern pedestrian-friendly engineering safety designs.
- Interim Report --- In January 2001, the Panel issued an Interim Report with preliminary recommendations urging additional funding in the County's FY02 Operating Budget to enhance pedestrian safety. Among the Panel recommendations adopted were:

an expanded photo red light enforcement program including 15 additional cameras rotated among 20 additional camera sites; a new pedestrian/bicycle safety coordinator in the Department of Public Works and Transportation; two new traffic and crash data analysis staff members within the Montgomery County Police Department to assess critical pedestrian and traffic crash statistics; and the allocation of \$50,000 for a comprehensive public education campaign to reduce pedestrian injuries and deaths. The Panel also backed County grant applications submitted to the Maryland State Highway Administration for additional funds to support the countywide public education and enforcement campaign. In August 2001, the State granted the County a combined \$90,000 to conduct public awareness and enforcement activities for greater pedestrian safety.

FINDINGS AND RECOMMENDATIONS:

The Panel has organized its findings and recommendations to be consistent with the Three E's approach to pedestrian safety (Education, Enforcement and Engineering). An additional set of recommendations regarding legislative initiatives also has been included.

The Panel views this report as an Action Plan for the County's efforts to improve pedestrian safety and enhance the walkability of our community. To this end, two overall recommendations are key to achieving the Panel's mission:

1. Designate a senior level position within the Executive Branch of the County government to coordinate and implement ongoing pedestrian and traffic safety activities. A senior level position-possibly reporting to the County Executive and/or the Chief Administrative Officer-is essential to elevate the importance, visibility, and accountability of these efforts and to ensure the cooperation of all agencies. Additionally, this individual should be accountable to lead the County's efforts in implementing the recommendations of this report.
2. Establish a formal County Executive-appointed advisory board confirmed by the County Council, to oversee the implementation of the Panel's final report and to provide advice to elected officials and department directors regarding priorities and needs in the area of pedestrian and bicycle safety and access.

EDUCATION: FINDINGS AND RECOMMENDATIONS

Education Findings:

- No sustained public education campaign exists to reach motorists and pedestrians to make them aware of their responsibilities. As a result, motorists and pedestrians do not realize how their behavior can put them and others at risk.

- Education efforts on pedestrian and traffic safety are found to be more effective when combined with enforcement efforts. The Insurance Institute for Highway Safety reports that the most demonstrable improvements in driver behavior come from the enforcement of traffic safety laws. The key to an effective program is combining education with law enforcement efforts.¹

- The amount of pedestrian safety information provided to drivers and students is minimal.

- o Currently there is one pedestrian safety related question on the Maryland State written driver's Licensing Exam. This question is included on a random basis and therefore such a question does not appear on every licensing exam.

- o Montgomery County Public Schools have no required unit on pedestrian safety education.

- o The curriculum in traffic safety schools does not address pedestrian safety as an issue.

- o Currently there is no section in the Driver's Handbook that deals exclusively with pedestrian/bicycle safety, nor are these handbooks available in other languages.

- o Pedestrian safety education is not addressed in classes for newly arrived residents (e.g., ESOL classes).

- o The Maryland State Motor Vehicle Accident Report currently does not collect data on ethnicity when pedestrian crash information is collected. The data on pedestrian fatalities and their country of origin can only be obtained from the State Medical Examiner's Office, where the ethnicity information is recorded on the death certificate.

Education Recommendations:

1. Montgomery County must take the lead in undertaking a comprehensive, ongoing public awareness/social-marketing campaign. To ensure the greatest positive impact on both drivers and pedestrians, the campaign should integrate:

- A cooperative partnership with ongoing law enforcement activities, as well as with public and private sector stakeholders. This should include health and safety advocacy organizations, local media, schools, civic and neighborhood associations, state and municipal governments, the business community, and those with special needs such as senior citizens, persons with disabilities and for those for whom English is a second language.
- Partnering and/or sponsorships with outside entities to maximize the overall success of the educational efforts.
- Attitudinal surveys to track public opinion on pedestrian and traffic issues.

2. Pedestrian safety curriculum should be included as a mandatory unit in school health programs/classes in grades K through 8. Currently, the material is available but left up to the teachers' discretion to include it in the classroom. Appropriate student measurement should determine the effectiveness of this addition to the safety curriculum.
3. Pedestrian safety segments should be included in all ESOL classes with appropriate student measurement.
4. The State should expand pedestrian safety material in the MVA handbook and private driver training schools course curriculum.
5. The MVA driver's exam should include mandatory questions about pedestrian safety.
6. A pedestrian safety segment should be included in driver improvement classes.

ENFORCEMENT: FINDINGS AND RECOMMENDATIONS

Enforcement Findings:

- While County police have put much more emphasis on pedestrian safety over the past eighteen months, there is not an ongoing and highly visible countywide pedestrian safety enforcement campaign in Montgomery County. The Montgomery County Police reported that in 2000, 131 citations for violations related to pedestrian safety laws were handed out to drivers, out of 80,000 total citations given overall.
- Police are given little support for conducting pedestrian crossing compliance checks².
 - o For all pedestrian fatalities, 69% were not crossing in crosswalk.
 - o Alcohol as a pedestrian condition was a factor in nearly one-fifth of all pedestrian fatalities.
 - o For over half (56%) of those pedestrians killed, there was no pedestrian signal where the crash occurred.
- Red light running is a pervasive problem in Montgomery County³.
 - o Between 1996-2000, 26 fatalities and 3,550 injuries occurred due to red light running.
 - o Costs for these red light running crashes from 1996-2000 totaled \$333 million.
- No overall review has been conducted on the existing Maryland State pedestrian safety laws or their associated fines for the past ten years. Legislative action will be necessary if any changes are warranted.
- There is currently no additional penalty (fine or points) for drivers who violate two traffic laws at one time. Only the infraction carrying the highest penalty is applied.

- Regardless of age, pedestrians involved in crashes are more likely to be killed as vehicle speeds increase. The fatality rate for a pedestrian hit by a car at 20 mph is 5 percent. This fatality rate jumps to 80 percent when the speed is increased to 40 mph.⁴
- Drivers rarely completely stop while turning on red, increasing the likelihood of driver crashes with pedestrians crossing at an intersection.

¹ Insurance Institute for Highway Safety, Status Report, 36 (5), May 19, 2001

² Statistics listed are courtesy of Maryland State Highway Administration, Office of Traffic and Safety, Traffic Safety Analysis Division

³ Statistics listed are courtesy of Maryland State Highway Administration, Office of Traffic and Safety, Traffic Safety Analysis Division

⁴ Insurance Institute for Highway Safety, Status Report 35 (5), May 13, 2000

Enforcement Recommendations:

1. Law enforcement agencies must step-up and maintain an ongoing and visible pedestrian and traffic safety enforcement effort to combat dangerous driver and pedestrian behavior, such as aggressive driving, drunk driving, red light running, excessive speeding and jaywalking.

- Police chiefs and district commanders must repeatedly reinforce the importance of pedestrian safety to their officers as part of their day-to-day duties and responsibilities.
- Montgomery County police officers must routinely make enforcement of pedestrian-traffic safety laws a top priority.
- Frequent, targeted and visible pedestrian-traffic safety enforcement initiatives should be undertaken in cooperation with a comprehensive educational and media outreach program.
- Appropriate measures should be developed by County and local police to gauge their enforcement efforts.

2. Dramatically reduce excessive speeding through increased enforcement. The results of these efforts should be used as one of the major performance measures of law enforcement agencies in Montgomery County and the Department of Public Works and Transportation. The desired outcome should be an increase in the percentage of roads whose top operating speed (85th percentile) is at or below the posted speed limit.

3. Increase enforcement of pedestrian right-of-way in crosswalks:

- Special emphasis should be placed on "cluster areas" such as Central Business Districts (CBDs) and high collision "hot spot" locations by targeting them for increased pedestrian-traffic safety enforcement.
- Primary focus should be on achieving substantial motorist compliance with pedestrian-traffic safety laws, particularly pedestrian right-of-way in crosswalks.
- Enforcement efforts should also focus on pedestrian compliance.

- All Montgomery County police officers should be provided a "law card " as a reference that lists all pedestrian-related traffic safety laws.
- Effectiveness shall be measured by monitoring the number of pedestrian crashes in crosswalks.

4. Increase resources and revenues to support Montgomery County's traffic safety enforcement.

5. Pedestrian traffic safety law violations must be aggressively adjudicated by the court system. In cooperation with representatives of the County's judicial, legal, law enforcement and executive branches of the government, the Criminal Justice Coordinating Committee should present to the County Executive and Advisory Board an annual report on pedestrian traffic safety violations and their outcomes.

6. Improve the collection and publication of data concerning traffic safety law enforcement.

- Each year, Montgomery County should publish a comprehensive list of ticketed violations for each traffic offense in the County.
- The total fines paid for these offenses in Montgomery County should be computed and compared with the funds the County receives from the State of Maryland for traffic enforcement efforts.

7. Law enforcement agencies in Montgomery County should analyze the location of pedestrian deaths and injuries in cooperation with DPWT.

- These should be compared to the number of tickets issued for traffic safety law violations in that same area to determine whether lax compliance is a contributing factor, and/or targeted enforcement is needed at certain "hot spots."
- Better data is needed to determine areas and intersections in the County where pedestrians, bicyclists and drivers are at greater risk because of dangerous driving behavior, insufficient enforcement efforts, or underlying facility design deficiencies.

8. Expand the human and technological resources available to the County Police Department to enforce traffic safety laws. School crossing guards, bus drivers, County Transportation and Ride-On staff should be encouraged to report traffic violations of offending drivers by phone call or letter. Law enforcement technology should be routinely used throughout the County to step up traffic enforcement efforts, including red light cameras and speed monitoring devices.

9. Involve the public in traffic safety enforcement efforts. A central phone number should be posted on all County vehicles (police, Ride-On, DPWT, Park and Planning, school buses, etc.) for citizens to call to report unsafe driving by noting the vehicle's license plate number. There should be zero tolerance for County employees who do not scrupulously obey traffic laws and the public should be encouraged to report County employees that commit violations.

10. Continue an aggressive recruitment campaign to fill all County Police vacancies. These vacancies are currently significant and continue to grow in numbers, impacting resources normally devoted to pedestrian traffic safety enforcement efforts.

ENGINEERING: FINDINGS AND RECOMMENDATIONS

Engineering Findings:

- The majority of Montgomery County's transportation system is inordinately inadequate and outdated when it comes to pedestrian-friendly engineering design. Over the past half-century, roadways have been designed and constructed primarily to accommodate vehicular traffic rather than pedestrians. Outdated design standards still reflect this emphasis. A result is that the transportation infrastructure leaves pedestrians at great risk, which in turn discourages walking and encourages people to overly rely on single-occupancy vehicles.
- The more innovative engineering options have been minimally used to maximize pedestrian safety and access. The County lacks engineering options that:
 - o Make it easy for pedestrians to safely cross the street.
 - o Provide convenient and safe access parallel to roadways.
 - o Offer connectivity between neighborhoods, commercial, transit and recreational centers and educational facilities.
- Many pedestrians believe they do not have adequate time to safely cross the street, and that there are not enough traffic-signal controlled crosswalks along many stretches of roadways. This is especially a problem among senior citizens and others who have special needs.
- Crosswalks and stop bars along major roadways in the County are generally in an unacceptable state of repair, making it difficult for drivers and pedestrians to see them clearly.
- Lighting along major County roadways is generally much lower than nationally accepted standards, making it difficult for drivers to see pedestrians crossing the roadway. Most of the pedestrian fatalities from vehicular crashes have occurred along major highways which serve as transit routes, but which have low lighting levels and long distances between marked crosswalks and/or signalized crossings.
- County staffing and budgeting for needed pedestrian traffic safety engineering changes are inadequate to meet the current challenges.
- Montgomery County has been slow with processing crash data that is needed to identify "hot spots " safety problems and to develop engineering solutions.

Engineering Recommendations:

1. Montgomery County and the State of Maryland should embrace and proactively implement a Pedestrian Safety Engineering Tool Box that contains many of the most effective and innovative engineering options available to make our County a safe and walkable community. These tools include countdown pedestrian signals, in-pavement crosswalk lights, traffic channelization, road diet devices and other traffic calming techniques. (SEE PAGES 39-47 FOR THE COMPLETE ENGINEERING TOOL BOX).
2. The Pedestrian Safety Engineering Tool Box solutions should address three primary needs of pedestrians: adequate pedestrian access parallel to roadways, the ability of all pedestrians to safely cross roadways, and safe walking routes that connect communities to schools, transit, recreational facilities, commercial and retail areas, and other communities.
3. Montgomery County's roadway, intersection, sidewalk, and streetscape design standards should be brought into full conformity with the most innovative, pedestrian-friendly national design guidelines. The State of Maryland should also embrace engineering options to maximize pedestrian safety and access.
4. M-NCPPC should include a section addressing pedestrian access and safety in all Master Plans and Sector Plans.
5. The County should require that all public and private construction projects include a "Pedestrian Impact Statement," including a process for review by the County to maximize pedestrian safety and access.
6. The County should continue enhancements of its collection and use of pedestrian and vehicular crash data. Success will be indicated when crash locations are mapped on a regular basis, by type for each year and groups of years, backed up by supporting analysis and detail, and are used to identify, design and prioritize solutions ranging from transportation facility reconstruction to enforcement actions. In addition, it is recommended that citizen complaints about troublesome pedestrian and traffic safety conditions be tracked and analyzed for potential problems.
7. Montgomery County should carry out a countywide "Safe Routes to Schools" program to maximize safety and access for students at all schools for limits set for bus service (i.e., two miles for high schools). A safe route to school should also be ensured for students walking to their school bus stops. The effectiveness will be measured by tracking pedestrian crashes and choice of walk access (as compared to driving, being dropped off, etc.) by students and their parents.

8. Reassess adequacy of all pedestrian signal timings. Where insufficient time exists to cross the street, additional time should be provided, or sufficient pedestrian refuge islands, additional pedestrian signals, and reliable, pedestrian-activated push buttons should be provided in the median to make a safe crossing. Pedestrians should be given priority at all traffic signals within business districts, school zones, recreation, and high-density residential areas. To reduce collisions, intersections with high pedestrian and motor vehicle volumes should have a dedicated signal phase. The effectiveness would be measured by tracking crashes at these locations.
9. Relocate inconveniently placed and mid-block bus stops closer to intersections to encourage transit-using pedestrians to use crosswalks. Ideally, all bus stops should be immediately adjacent to safe crosswalks. The effectiveness of this action will be measured by tracking collisions and use of crosswalks by bus patrons.
10. Provide safe ADA-compatible crossings at all bus stops. Where existing bus stops do not meet this criterion, an ADA-compatible crossing should be constructed, the bus stop should be moved or, as a last resort, the bus stop should be eliminated. An assessment of all existing bus stops should be completed in six months and necessary changes made in the following six months. The effectiveness will be measured by tracking crashes and use of crosswalks at these locations.
11. Public and major private building entrances, especially for schools and other facilities serving the youth and aged, should similarly be located with reference to safe ADA-compatible street crossings. Design review should guard against siting major entrances where crossings are unsafe. Existing problem areas, evidenced by pedestrian crashes or unsafe behavior, should be corrected with building retrofits, crosswalk additions or modifications, or the erection of pedestrian barriers (least desirable unless temporary).
12. Install additional traffic signals in Central Business Districts (CBD's) and other high activity locations to give pedestrians more locations to cross streets safely by controlling traffic flow and speed.
13. Reduce the number of right-turns-on-red, or limit them to off-peak hours, at intersections within Central Business Districts, other high-density areas, and frequent crash "hot spot" locations. The effectiveness of this change will be measured by tracking collisions at these locations.
14. Undertake a review of the speed limits on County and State roads to ensure that speed limits are realistic and reflect operating conditions and adjacent development patterns. Where the average speed is in excess of the posted speed limit, remedial engineering measures should be undertaken to reduce speeds. Conditions that would require full-time enforcement of the speed limit should be eliminated.

15. Include public compliance with the posted speed limits as part of the performance measures of both the Police Department and the Department of Public Works and Transportation. The desired outcome measure should be an increase in the percentage of roads whose 85th percentile operating speed is at or below the posted speed.
16. Road widening projects should anticipate potential speeding problems that often develop during non-peak hours, and include a plan to control speeds as part of their design. Developers should design their on-site roads in such a way that future speeding problems are avoided.
17. Replace all pedestrian crossing signs with the new florescent yellow/green signs in all school zones by the end of calendar year 2002. Funding was eliminated from the FY02 budget at the point when only 40 percent of the old signs had been replaced. The effectiveness of these signs will be measured by tracking crashes at these locations.
18. "Stop for Pedestrians" paddle signs should be placed at the roadway centerline at all unsignalized crosswalks in CBD's and other areas of high pedestrian activity to reinforce pedestrians' right-of-way. Signs should be posted at the gateways to CBD's and other commercial areas noting the maximum fine for failure to yield to pedestrians (\$500), similar to what is done for littering, which has a maximum \$1000 fine.
19. Fully fund the County's crosswalk re-stripping program, shorten the current five-year re-stripping cycle to every two years along major highways and arterials, and annually in school and transit zones. Agencies receiving permits for work in the roadway should be required to post a bond and replace pavement markings within three days of completing repaving operations. Failure to replace the pavement markings should result in loss of the bond and a freeze on any future permits until the work is done.
20. The lighting policy for State roads should be revised to reflect the recommendations of the Illuminating Engineering Society of North America (IESNA), which is the policy being adopted by DPWT. An assessment of the existing lighting levels of all State roads should be done and remedial measures taken where needed, giving priority to transit routes and commercial and high-density pedestrian and residential areas.
21. Once DPWT's lighting policy revision has been finalized, an assessment of the existing lighting levels of all major highways and arterials should be done and remedial measures taken where needed, giving priority to transit routes and commercial and high-density residential areas.
22. Adopt American Association of State Highway and Transportation Officials (AASHTO) recommendations for barriers to protect pedestrians on bridges and along roadways. Where a guardrail is located behind the sidewalk, it should be relocated to the curb line.
23. Locate ADA-compliant handicap ramps to provide the safest and shortest crossing for pedestrians. Each corner of an intersection should have two ramps.

24. Designate the pedestrian safety coordinator as the staff person responsible for disseminating ADA information within DPWT.

25. Provide adequate funding to DPWT for necessary pedestrian traffic safety engineering changes to meet the current challenges..

Legislative Recommendations:

1. Establish a "Homicide by Aggressive Driving" statute.
2. Establish a "Felony hit-and-run" statute. Currently, fleeing a scene of a fatal or serious-injury crash is only a misdemeanor.
3. Enact legislation to allow the use of photo enforcement cameras to ticket vehicles exceeding the posted speed limit.
4. Support legislation (HB 130) that would increase the State's share of building sidewalks and bicycle paths along State roads to 80%. Currently, the State has a 50/50 share with the counties and municipalities.
5. Double the fines against traffic law violators in school zones.
6. Remove the "must appear" in court provision in Maryland law [TR § 21-502, Pedestrians' right-of-way in crosswalks, (2) and (c)]. This significantly reduces the amount of time police officers must spend in court, and will encourage more active enforcement of this failure-to-yield-to-pedestrian law.
7. Increase penalties against repeat offenders of traffic safety laws.
8. Increase penalties against repeat offender drunk drivers, drunk drivers who test more than twice the .08 BAC legal limit, and suspected drunk drivers who refuse to take the BAC test.
9. Institute new penalty targeted at drivers blocking crosswalks and intersections (Don't Block the Box). While the offense (at intersections) is technically the same as red-light-running, the new fine should be set without points on the license to encourage substantial police enforcement.
10. State and County should enact budgets that increase funding for traffic safety enforcement, education and engineering.
11. The County should conduct a thorough review of Maryland State pedestrian traffic safety law violations to determine if the severity of the penalty/punishment is commensurate with the offense to ensure it serves as an effective deterrent.